(e) Information on the total quantity of usable fuel for each fuel tank must be furnished.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–11, 32 FR 6913, May 5, 1967; Amdt. 25–23, 35 FR 5680, Apr. 8, 1970; Amdt. 25–40, 42 FR 15044, Mar. 17, 1977; Amdt. 25–42, 43 FR 2323, Jan 16, 1978; Amdt. 25–46, 43 FR 50598, Oct. 30, 1978]

§ 25.1587 Performance information.

(a) Each Airplane Flight Manual must contain information to permit conversion of the indicated temperature to free air temperature if other than a free air temperature indicator is used to comply with the requirements of § 25.1303(a)(1).

(b) Each Airplane Flight Manual must contain the performance information computed under the applicable provisions of this part for the weights, altitudes, temperatures, wind components, and runway gradients, as applicable, within the operational limits of the airplane, and must contain the following:

(1) The conditions under which the performance information was obtained, including the speeds associated with the performance information.

(2) V_S determined in accordance with § 25.103.

(3) The following performance information (determined by extrapolation and computed for the range of weights between the maximum landing and maximum takeoff weights):

(i) Climb in the landing configuration.

(ii) Climb in the approach configuration.

(iii) Landing distance.

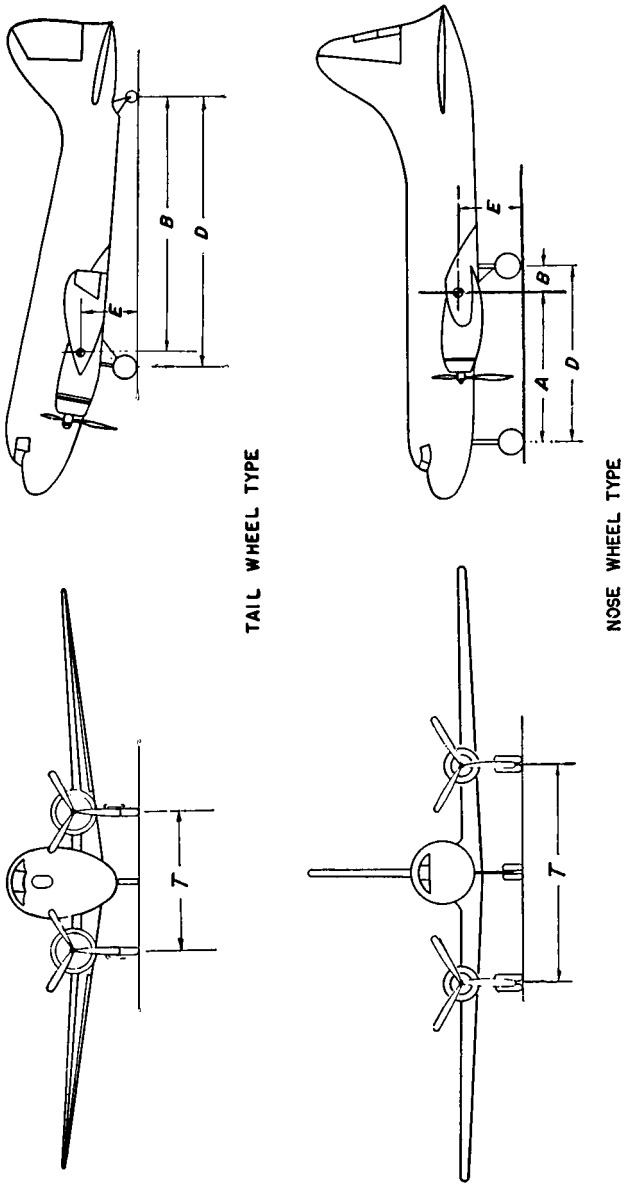
(4) Procedures established under § 25.101 (f), (g), and (h) that are related to the limitations and information required by § 25.1533 and by this paragraph. These procedures must be in the form of guidance material, including any relevant limitations or information.

(5) An explanation of significant or unusual flight or ground handling characteristics of the airplane.

[Amdt. 25–42, 43 FR 2324, Jan. 16, 1978, as amended by Amdt. 25–72, 55 FR 29787, July 20, 1990]

Appendix A

FIGURE 1—Basic landing gear dimension data.



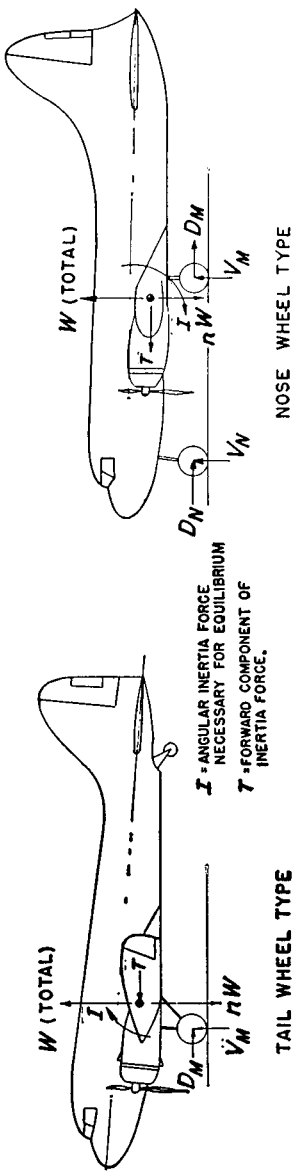


FIGURE 2—Level landing.

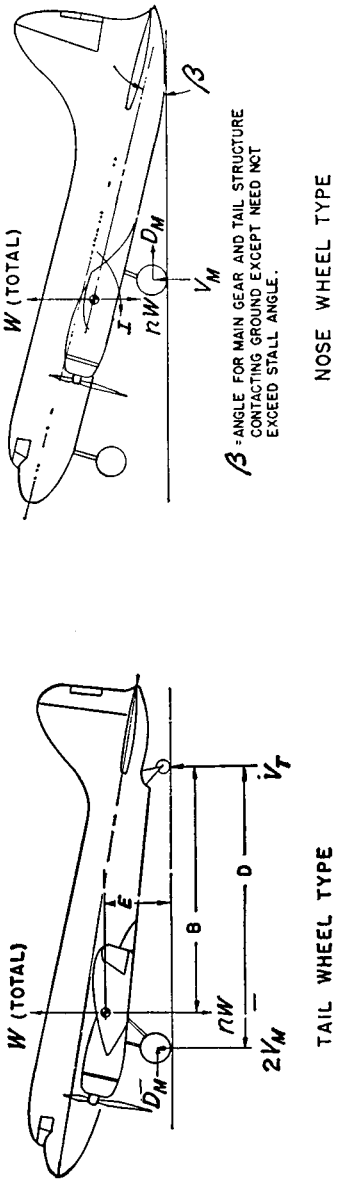
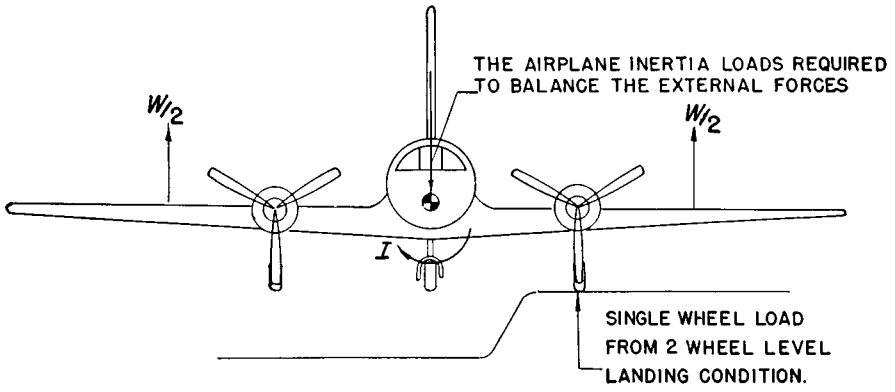
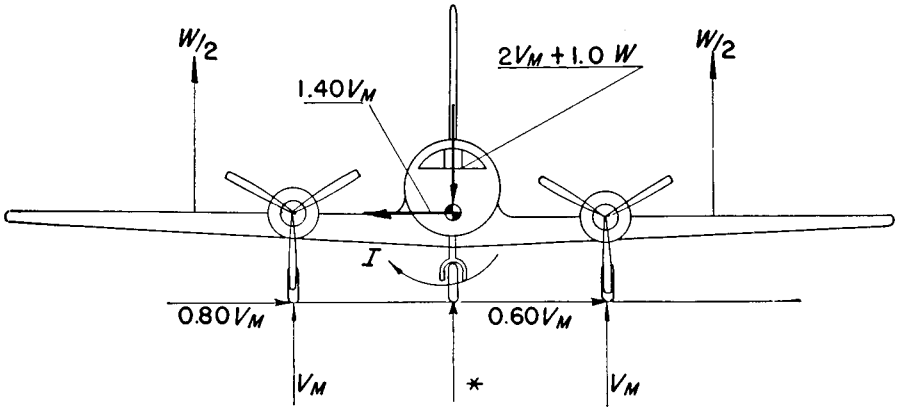


FIGURE 3—Tail-down landing.



NOSE OR TAIL WHEEL TYPE

FIGURE 5—Lateral drift landing.



NOSE OR TAIL WHEEL TYPE AIRPLANE IN LEVEL ALTITUDE

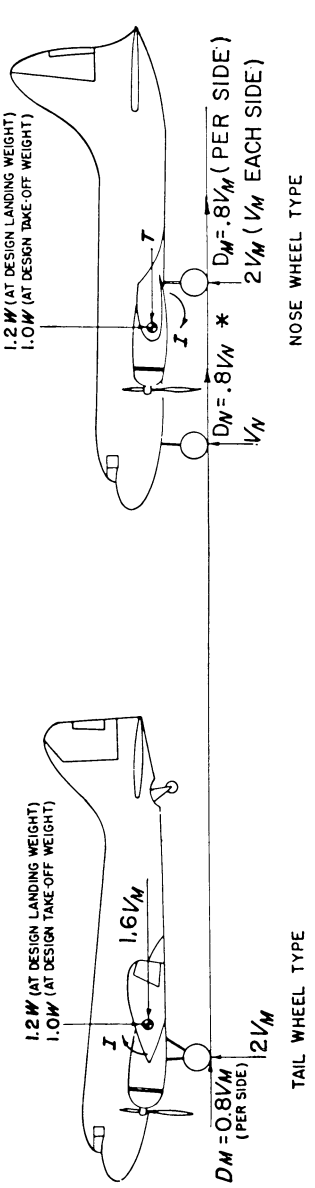


FIGURE 6—Braked roll.

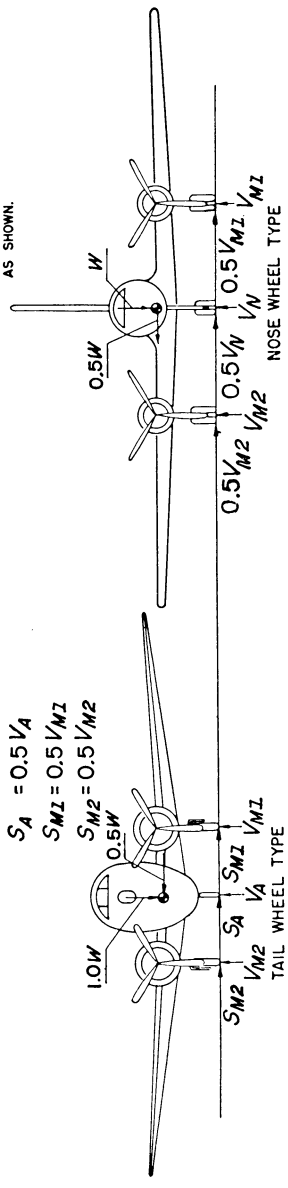
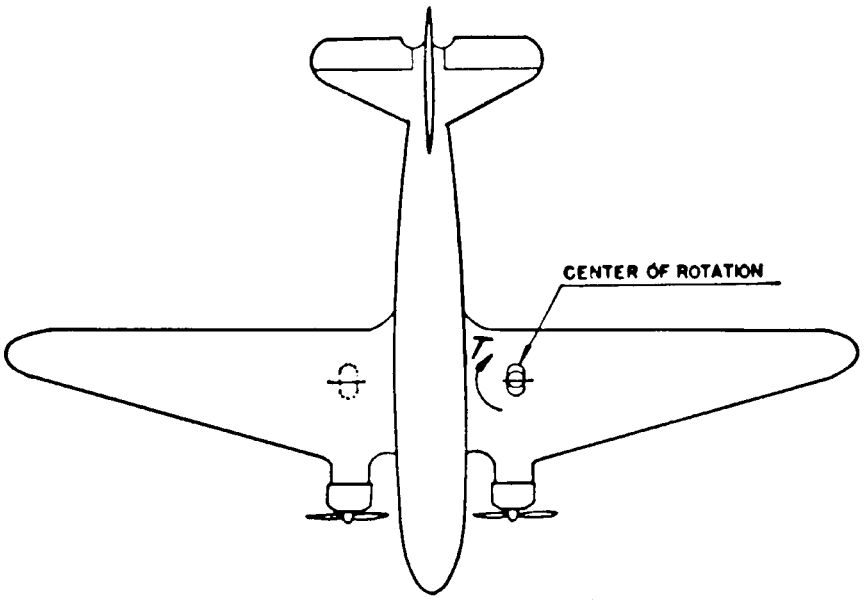
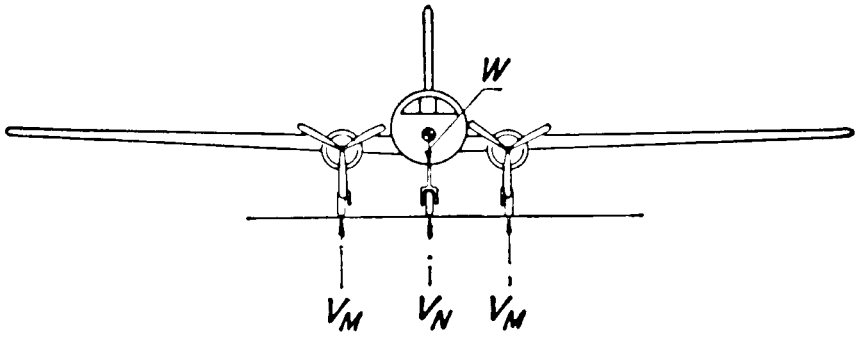


FIGURE 7—Ground turning.

FIGURE 8—Pivoting, nose or tail wheel type.



V_N and V_M are static ground reactions. For tail wheel type the airplane is in the three point attitude. Pivoting is assumed to take place about one main landing gear unit.



Appendix B

FIGURE 1—Pictorial definition of angles, dimensions, and directions on a seaplane

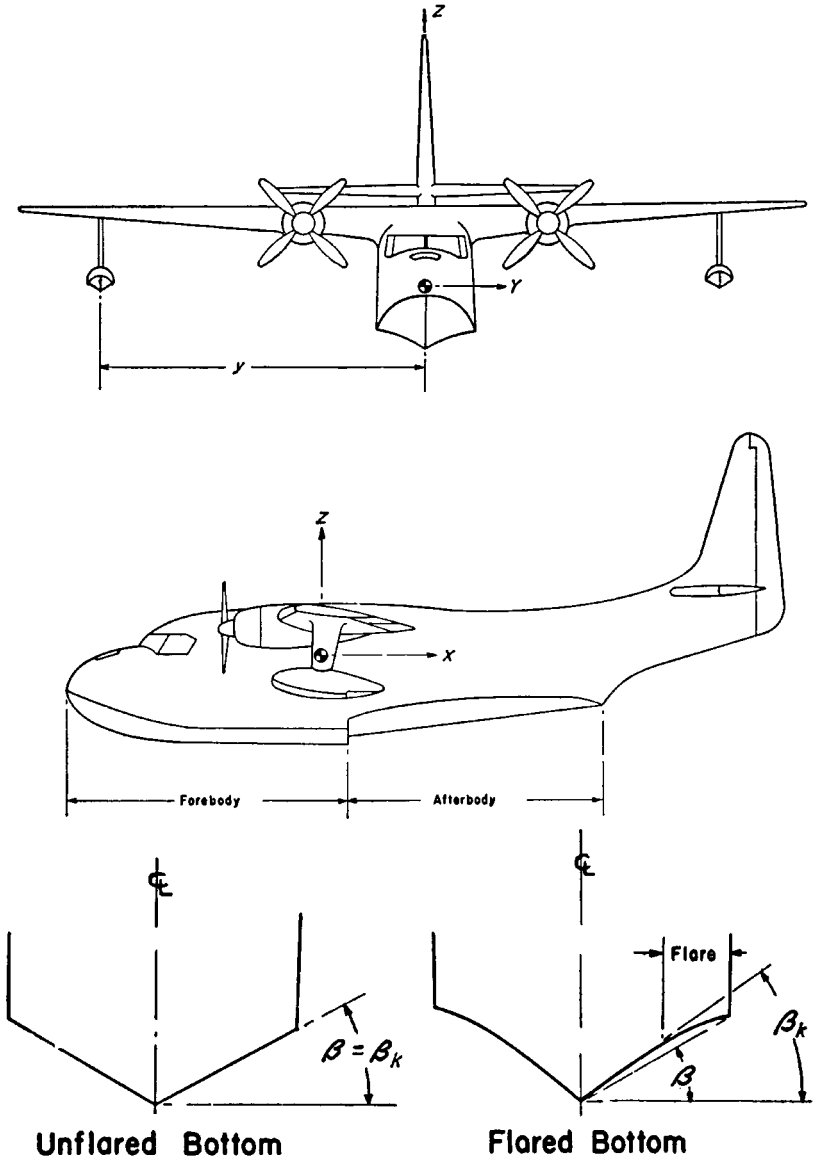
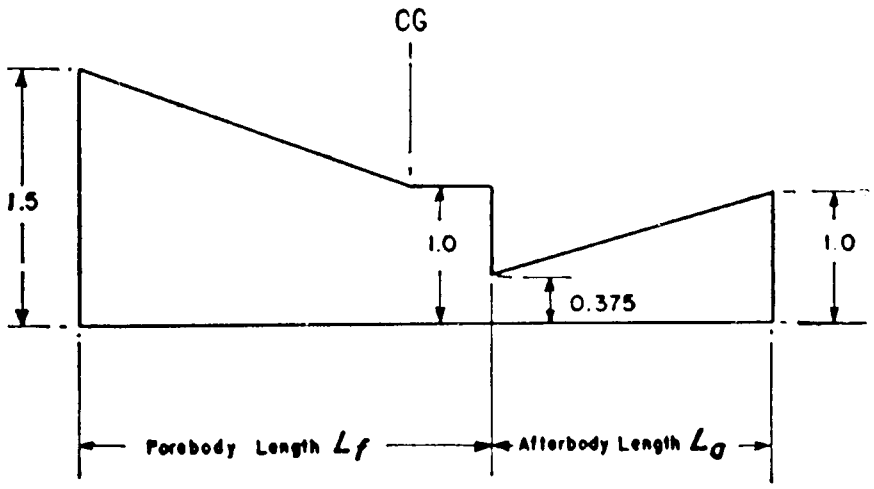
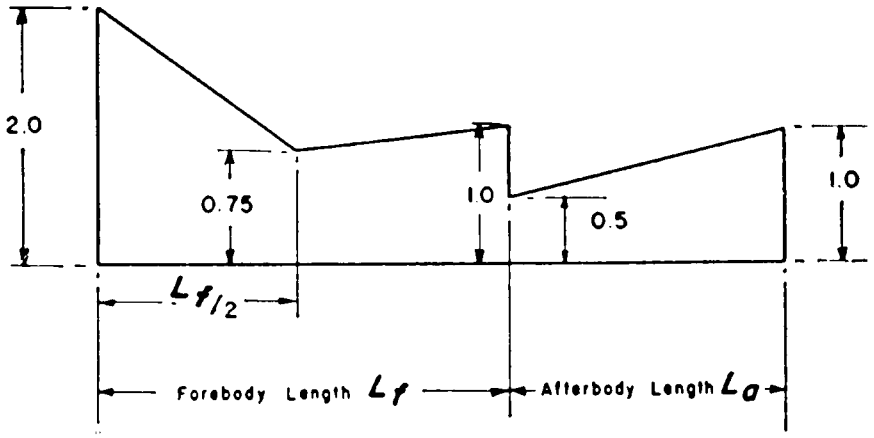


FIGURE 2—Hull station weighing factor.

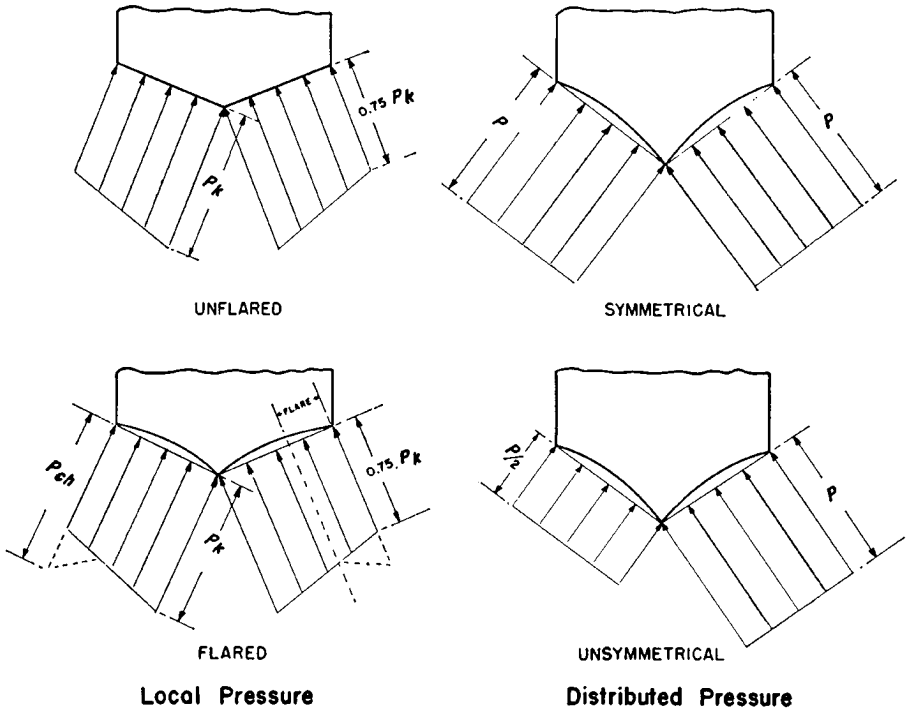


K_1 (Vertical Loads)



K_2 (Bottom Pressures)

FIGURE 3—Transverse pressure distributions.



APPENDIX C TO PART 25

(a) *Continuous maximum icing.* The maximum continuous intensity of atmospheric icing conditions (continuous maximum icing) is defined by the variables of the cloud liquid water content, the mean effective diameter of the cloud droplets, the ambient air temperature, and the interrelationship of these three variables as shown in figure 1 of this appendix. The limiting icing envelope in terms of altitude and temperature is given in figure 2 of this appendix. The inter-relationship of cloud liquid water content with drop diameter and altitude is determined from figures 1 and 2. The cloud liquid water content for continuous maximum icing conditions of a horizontal extent, other than 17.4 nautical miles, is determined by the value of liquid water content of figure 1, multiplied by the appropriate factor from figure 3 of this appendix.

(b) *Intermittent maximum icing.* The intermittent maximum intensity of atmospheric icing conditions (intermittent maximum icing) is defined by the variables of the cloud liquid water content, the mean effective diameter of the cloud droplets, the ambient air temperature, and the interrelationship of these three variables as shown in figure 4 of this appendix. The limiting icing envelope in terms of altitude and temperature is given in figure 5 of this appendix. The inter-relationship of cloud liquid water content with drop diameter and altitude is determined from figures 4 and 5. The cloud liquid water content for intermittent maximum icing conditions of a horizontal extent, other than 2.6 nautical miles, is determined by the value of cloud liquid water content of figure 4 multiplied by the appropriate factor in figure 6 of this appendix.